

Mohave County Miner.

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A Triumph of Faith.

The mightiest successes in business are the product of an imaginative genius which perceives the need of the future and proceeds to build for it. Most of the failures in business are due to the lack of imagination, which is only another name for faith. Men who are willing to take the risks involved in building for half a century to come are at once the poets and the princes of enterprise.

This though is inspired by reading an account of the Pennsylvania railroad's work in the New York City extension given by A. J. County, assistant to Third Vice President Rea, in an article in the annals of the American Academy of Political and Social Science. This extension is a bold stroke of imaginative genius in railroad enterprise. It is a splendid building for the future. It is as superb in its way as was the construction of the first continental railroad across the American desert and over the Rocky Mountain passes, or as is the digging of the Panama canal. In its value for New York City it is almost as important as was the construction of the Erie canal in 1825, which is a monument to the imaginative genius of Dewitt Clinton.

Too much criticism of the Pennsylvania railroad has been based upon what this extension meant in the way of financial burden today; there has been enough recognition of what is meant for the city and the nation as well as for the Pennsylvania investor in the years to come. Here is a railroad corporation undertaking single handed to do what a few years ago seemed too stupendous an operation even for all the trunk lines combined. Here is the Pennsylvania road accomplishing for the development of the city of New York what the city of New York has not had the imagination or courage to undertake for itself. Here it is, at an expenditure sufficiently large to construct another trunk line, proposing to destroy the isolation of the people of Greater New York.

Mr. County says that within a circle of 19 miles in land radius from the city hall there was in 1904, 4,612,153 persons. In 1913 he estimated that the population would be at least 6,000,000 and in 1920 well over 8,000,000. The population of Manhattan Borough is 99,148 per square mile, greater than that of London or of any American city. The density of Brooklyn, however, is only 18,097 per square mile and of Queens Borough merely 1,618. The construction of the Pennsylvania tunnels and terminals will link the Island of Manhattan to the American continent, and the boroughs of Brooklyn and Queens to Manhattan, and will create a capacity of growth in population of enormous extent.

Whatever may be the results of this enterprise to the Pennsylvania railroad no one can fail to recognize the benefits which it must confer upon the people of New York. This city might well raise a monument in honor of A. J. Cassatt to whose imagination and courage the great undertaking is very largely due. But the effect upon the Pennsylvania railroad can scarcely fail to be profitable. It will most surely reap the rewards which come to those who put large faith in the future of the country. Mr. County says that the cost of this enterprise will be not less than 90,000,000. This is an immense sum, especially when a large portion of it has to be raised in a period of high interest. The New York Central, however, requires 70,000,000 for its own improvements in the city of New York, and there will be a day when people will look back upon the sums which these two railroads are expending for extensions and improvements in the metropolitan districts as petty, indeed, as compared with the enormous gains both for themselves and for the county.—Wall Street Journal.

Will Work Silver Mines.

Attention is at last turned to some of the old silver mines in Globe district, which were noted for their output of the white metal thirty years ago, and were abandoned because of the precipitate decline in the price of

silver and high operating costs.

Among the richest of the local silver mines were the Stonewall Jackson, Hannibal, R. E. Lee and Little Mack, situated at McMillen, twenty miles east of Globe, and its strong rival in 1876-78. These old properties, together with a number of other claims, thirty-two in all, have been taken over by a strong local company organized by V. Y. Smith, one of the most capable and trustworthy mining men of Globe. The name of the new company is the McMillen-Stonewall Mining company, capitalized at 1,000,000, with shares 1\$ par. The property taken over has a length of three miles on the Stonewall Jackson lead, which varies in width from 30 to 100 feet.

The Stonewall Jackson mine was worked by the old company up to 1883 and one claim produced over 500,000. Later leasers took out about 100,000. The Hannibal mine yielded between 50,000 and 60,000; R. E. Lee, 35,000 and Little Mack 70,000. The workings on all these mines were comparatively shallow, the Little Mack being only seventy-five feet deep. The shaft on the Stonewall Jackson was sunk to 600 feet, but no ore was stoped below 230 feet.

Some preliminary work has recently been done under Mr. Smith's supervision, most important of which was the construction of a good wagon road from Rice Station on the G. V. G. & N. railroad to the mine, twenty-two miles distant. Grading has commenced for a three compartment shaft to be sunk 1000 to 1500 feet. A 16x20 Hendrie and Bolthoff steam hoist and two Knowles-Cameron pumps are expected to arrive soon and a cross compound Rand compressor with capacity for seven drills. Sinking the shaft will begin this week.—Silver Belt.

Street Caves In.

A Tombstone dispatch says: Chas. Gage, of the Tombstone Improvement Company, had a narrow escape from being buried alive this afternoon, when in driving across the corner of Tenth and Fifth streets the ground underneath him gave away and the horse and wagon went down into an old stope of one of the mines. He had just turned the corner by the side of the engine company's fire house when the horse went down to his knees. Gage, thinking the horse had stumbled, jumped from the wagon and started to the horse's head, when the ground gave way and the whole outfit went down. He jumped back just in time to save himself from going down, being on ground a little more substantial. The horse went down the stope a distance of about 50 feet, but the ground had so caved in that it made an incline, and he did not fall the entire distance, but rolled over and over. Although considerably bruised, the horse was found to have apparently suffered no serious injury. The animal was found pressed beneath the wagon and some timbers and was rescued before the rapidly descending earth smothered him. The wagon was badly wrecked, both front wheels being broken. By means of ropes the vehicle was pulled out through the opening on the surface, while the horse was taken through the drifts of the old workings and brought to terra firma near the old Vizna shaft, some distance from where he went under.

The scene of the cave in is what is known as the "Good Enough" stope, from which one of the largest deposits of ore in the camp was taken. The stope is some 300 feet long and 200 feet wide and at several points is nearly 100 feet high, reaching to within a few feet of the surface. At the point of the cave-in the crust was scarcely a foot thick. Sometime since the Tombstone Consolidated Mines company extended a fence along what was regarded as the danger limits but the new break is located near the railroad track.

Becomes a Millionaire in a Night.

John Gondolfo, Sr., will leave Yuma Friday for Arizpe, Sonora, where he will take charge of the commissary of the Minas Prietas camp. These famous mines are about 100 miles from

Cananea and are the property of John Padrazzini, who thirty years ago was book-keeper in Yuma for John Gondolfo, Sr., and who now is worth in the neighborhood of 10,000,000.

From book-keeper to the richest man in the state of Sonora is the step which this persistent Italian made within a comparatively few years. He left Mr. Gondolfo and went back east, where he went broke, and returned to Yuma to resume his former position. Again he went east and again he went broke. He wrote one day to Mr. Gondolfo that he had enjoyed breakfast but had no idea where he would get his lunch, and Mr. Gondolfo sent him ten dollars in a letter in which he replied to his former employe in distress.

Padrazzini then went to Arizpe and went to work for a mining company, which did not pay him for his services, and in lieu of such payment made him a present of the mines. He bonded the property for 200,000 and the bond was not taken up on the day the money was due.

Possessed of a grub stake of only a few days, Padrazzini kept digging away single handed in his shaft. One week from the day the mine should have been bonded Padrazzini's pick struck into ore of fabulous value. It actually amounts to nuggets of gold, the proposition milling hundreds of thousands of dollars to the ton.—Tombstone Prospector.

Arizona Amalgamated Takes a Jump.

M. Z. Elliott, manager of the Arizona Amalgamated Copper company, this week received a message informing him that the price of the stock had been increased to 5\$ per share instead of 3\$, and that after April 24th the stock would be closed and taken off the market entirely. All the treasury stock offered for sale has been taken, which gives the company ample funds with which to carry on its business. No time will be lost in getting ready for active work on the various properties owned by the company, and Manager Elliott says that work will be moving at a rapid rate in a very short time. The company is now launched in this field to stay and has the backing to carry all plans through. Reports made by various experts and engineers employed by the company are of a most encouraging nature, and it is now a fact that the Clifton-Morenci district can boast of another big company. A site has been secured for a smelting plant, the building of which will be considered after the properties of the company have been properly developed. All attention will be given to development work at present.—Copper Era.

Forty Hoisting Engines.

The Ray and Gila Copper companies have ordered 40 hoisting engines to be placed in commission on their two thousand acres of mineral ground at and surrounding Ray. Just think of forty hoisting engines in operation within an area of two thousand acres then you can form some idea of the magnitude of the development work planned by the new Ray Copper company and the Gila Copper company. When all of these hoists shall have been installed and placed in active operation the Ray will be the liveliest mining camp in Arizona and a new and the most important chapter in the history of Pinal county's mining industry will begin. The companies above named have also invited bids for the construction of a standard gauge railroad from Kelvin to Ray, distant seven miles, and this road will be completed at the earliest possible date. The days of waiting and inactivity in our great mineral belts are at an end. The awakening has taken place. Pinal has become the center of attraction to mine investors and she has the goods to deliver to all capitalists seeking legitimate investments in mining properties.—Florence Blade.

Located in the heart of one of the richest gold mining districts in the Territory, its principal vein paralleling the famous Congress mine, three-fourths of a mile to the north, the properties of the Coronado Gold Mining company, now about to be equip-

ped with a hoisting plant and twenty-stamp mill, are among the most promising of the partially developed mines in the territory. Located as far back as May, 1871, the ledges included in the holdings of the company had a reputation for many years as rich gold producers when the yellow metal was extracted from their grassroot deposits by the crude arastra process, long before the great Congress mine attracted the attention of the world to its mineral wealth, when opened under the direction of F. M. Murphy, for "Diamond Jo" Reynolds. Tailings left at the old arastra sites by May and his associates, which were purchased a few years ago by William McGregor, of the Congress mine force, for 5\$ a ton, netted him 30\$ a ton when treated in the modern plant at the Congress mill, showing that the mine, when opened and the output treated by present day methods, may yet even eclipse the great record of the Congress as a gold producer.—Phoenix Democrat.

Pure Whisky.

The Prescott Courier's Washington correspondent states that three men, than whom none are higher in official life and whom it would not be supposed were good judges of whisky, have at last settled the debated question of what constitutes whisky—pure, straight and mellowed by age; and what constitutes blends, and finally, what constitutes imitations. These men are the president himself, Attorney General Bonaparte, and Secretary of Agriculture Wilson. The question has for months been seriously considered and stubbornly debated between the men representing the whisky interests and the government chemist and the attorney general.

In substance, President Roosevelt's order is that all so-called whiskies shall be labeled for just what they are. Straight whisky is the only kind of free-water that will be permitted to bear the name of "whisky." This decision has been awaited with intense interest by distillers and rectifiers throughout the United States. The government chemist, Dr. Wiley, is authority for the statement that all but a few of them are putting on the market a variety of adulterated or

blended liquors which are whiskies only in name. The decision, it need not be added, is in the interest of pure food, pure drugs, and in short, straight goods and a square deal.

The Laguna Dam.

There are one thousand men at work on the Yuma project at present and a still larger force will be added next week. The working force which has averaged six or seven hundred has been increased with an effort to finish the dam to the river banks before high water, which will come within another month. The Cochran and Searchlight steamers are carrying heavy shipments of freight daily to the dam and material is being constantly rushed to Yuma for Laguna. Excavation rock on the Arizona side has been completed and but little remains to be done on the California side. After the rock has all been laid on either side a large force will be retained to place the cement work on the top of the dam which will occupy much of the summer. When the coffer dams have been constructed and sluice ways built the Laguna dam will be finished.

There are three camps on the levee route between Yuma and Potholes. Four hundred head of stock are already at work and four hundred more will be added during the coming week clearing the way for the levee.—Yuma Sun.

San Diego-Arizona Road is a Go.

John D. Spreckles, president of the San Diego and Arizona railroad company, says the difficulty he is having in completing his right of way is the only thing that is delaying the immediate construction of the road. An order has been placed in Japan for the shipment of 100,000 ties to the port of San Diego for use on the road.

Arrangements are being made for the purchase of steel rails in Belgium. Employment agents in Los Angeles and San Francisco have been asked to look up the labor situation, and a reply has been made that several thousand men if necessary can be secured for work on the railroad. Mr. Spreckles says that within a week or ten days after the entire right of way in San Diego has been acquired, actual construction work will begin.—Yuma Sun.



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